IDEA-0768
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2 May 1962

SUBJECT: Monthly Commander's Report for April 1962

TO: Chief, DPD

A. General

What we had looked forward to as a very productive operational month actually turned into a frustrating, disheartening month. As you know this was caused by a combination of maintenance and fuel problems. The maintenance problems and our view point was thoroughly discussed with IDENTITY A during his staff visit here. I feel confident that you have now eliminated the fuel problem and any communication on this subject would be redundant. We attempted to utilize our down time to the best advantage with a combination of maintenance leaves and clean up maintenance. The maintenance troops are well caught up on the accrued time problem and the morale is high. We are geared for a good sustained operation and everyone is eagerly awaiting the work load. I believe we will have some excellent ELINT results in the future. This belief is based upon the trouble shooting and improvement emphasis directed in this area. A more detailed analysis is included in this report.

B. Administration

1. Personnel Movements during April:

25X1A

[redacted]

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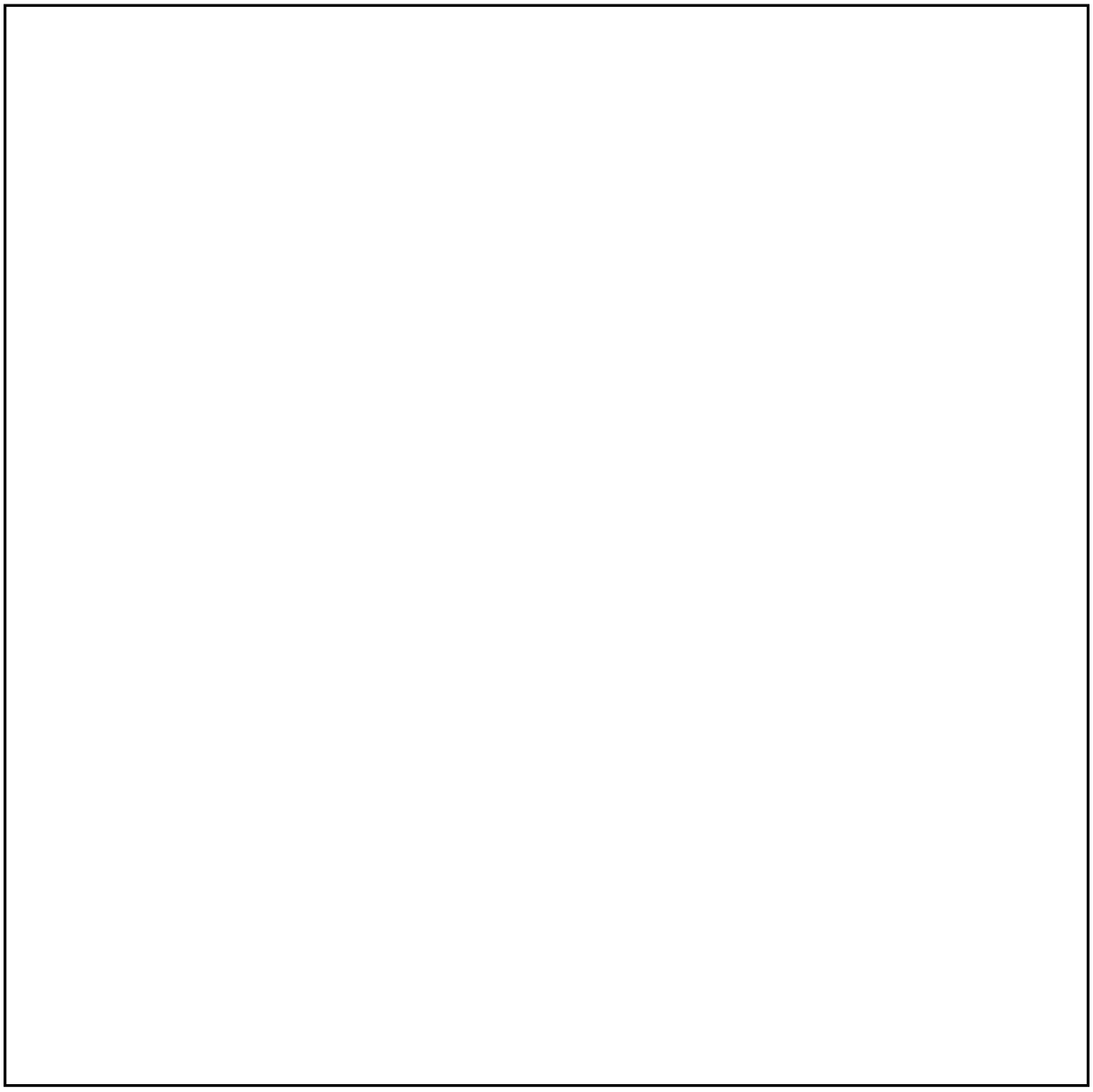
25X1A



C. Operations

1. During the month of April [redacted] 358 and 378 were flown a total of 26:30 hours. Sorties were flown as listed below: 25X1A

a. 1 LOWNOTE mission.

b. 5 training flights

c. 4 maintenance test flights.

d. 2 NEST EGG mission were scheduled. One was cancelled due to weather and the other because of sub-standard fuel.

2. The T-33 was flown a total of 47:05 hours. [redacted] training is indicated in Attachment 2. 25X1A

25X1A

3. [redacted] 352 was shipped to [redacted] on a C-124. 25X1A

25X1A

4. [redacted] flying was suspended on 17 April upon advice from Headquarters that our fuel did not meet specifications.

5. Flight Planning Section:

a. Two new training missions were added to the library.

25X1A

b. [redacted]

c. A new 695 gallon fuel curve was developed.

6. The Photo Interpreter reviewed film from five training and four maintenance test flights.

7. Personal Equipment Section:

a. Oxygen walk-around bottles have been modified to lessen the chance of knocking the hose assembly loose from the oxygen cylinders.

b. New type faceplates have been tested and found satisfactory for our right-hand assembly pressure suits.

c. Modified B-5 parachutes have been ordered.

d. Safety lock chains for the seat pack hose connections have been replaced with nylon line. In emergency procedures, pilots must disconnect their pressure suits from the seat kit. With gloves on, they can release the safety locks faster by pulling the lock bindings. The standard chain provided with the kit cannot take much strain--they often break in normal use--and the nylon line will be more reliable.

8. At pilot meetings flight test and revised bail-out procedures were reviewed, Technical Data changes to the Flight Handbook were discussed, all emergency procedures were reviewed, operational missions were discussed with emphasis placed on flying safety, and aircraft characteristics and climb S. G. T. were reviewed.

25X1A

9. The [redacted] control box was modified as illustrated in the photos below. This is in the interest of pilot comfort (pilot's knee hit control box) and flying safety (on Mission 3076, pilot inadvertently shut off power to [redacted]).

25X1A

BEFORE AFTER

D. Materiel

25X1 1. [redacted] cards have been brought up to date by deleting or adding items whenever necessary and requisitioning to bring balances up to authorized levels. It is anticipated that the inventory initiated during this month will be completed during the month of May. New deck of SLOE cards are enroute and will be completed and filed within three weeks.

25X1A 2. The suggestion of transferring all responsibility for maintenance of motor vehicles to [redacted] has been changed. The Supply Supervisor has been instructed by the Chief of Base to look after condition of vehicles and work in conjunction with [redacted] transportation officer for better maintenance and upkeep of vehicles. A 25X1
25X1A few vehicle parts have been received from the Depot and some have been obtained from the Support Unit in [redacted]. On 26 April one of the buses was sent to the Support Unit in [redacted] for a major inspection and painting. Due to the poor condition of the bus the estimated time for repairs is three weeks. 25X1A

E. Maintenance

1. Ten sorties were flown during the month for a total of 26:30 hours flying time. [redacted]358 was flown 17:00 hours, total airframe
25X1 hours 1787:00, and 17:55 hours remain on its engine before a hot
25X1 section inspection is due. [redacted]378 was flown 9:30 hours, total airframe hours 851:00, and 34:10 airframe hours are remaining before the next hundred hour PE inspection.

2. During the month several maintenance problems were encountered
25X1 with [redacted]378 and 352. On 3 April [redacted]352 returned from
25X1 [redacted] with its AC generator out, a rough engine, and a 25X1
hydraulic boost pump malfunction. The AC generator wires were found broken at the terminal lugs. A directive was received from
25X1 Headquarters to dismantle [redacted]352 and ship it to [redacted] It 25X1
was loaded on a C-124 on 9 April.

25X1
3. [redacted]378 arrived at [redacted] after its ferry flight on 31 March.
25X1 It arrived with the AC generator out, the fuel transfer pump inoperative, fuel flow PPH fluctuating, rough engine, and one pogo hung-up on the ferry trip. The pogo dropped out of the pogo head upon touchdown. A new AC generator was put in this [redacted] A new 25X1
voltage regulator and relay were also installed as the old voltage regulator displayed an indication of being overheated. Also, a new fuel control was installed on the engine, the unmodified type.

25X1 The [redacted] was test flown and no improvement was noted in the roughness of the engine and airframe. On 11 April we pulled back the engine and checked the alignment of ball bats and rear engine hanger. The tailpipe was raised and a new P & D valve was installed. On a test flight on the following day the [redacted] sustained two 25X1A
25X1A flame-outs and the engine was still very rough. One of the [redacted] flew the [redacted] on 13 April for a duration of 2:25 hours and re- 25X1A
ported the engine was very rough and the wingtips fluttered and
25X1A vibrated more at high speed than when in idle cruise. A new engine was installed and test flown on 24 April. The [redacted] reported 25X1A
a good test flight performance and considered the [redacted] operationally
acceptable. The old engine was canned and shipped to [redacted] for 25X1A
final analysis to determine the cause of roughness and vibration.

4. On 22 March we were advised that the 36,566 gallons of fuel we had on hand did not meet specifications. 16,730 gallons of new fuel were flown in, marked Lot 7. On 17 April we were advised that the new fuel might not meet specifications for thermal stability and that no further flights were to be made until samples could be analyzed. On 27 April we were advised that our new fuel had also been condemned. Arrangements are now being made to airlift more fuel.

5. During this lull period maintenance personnel are taking time off to reduce the accumulated days off they have accrued during the high activity of the last six weeks. Most of them will have 2.8 days off accrued at the end of this month.

6. QEC items are being installed on the new spare engine. F-88 plain hatches have been trimmed and fitted to each [redacted] and new windows 25X1A
have been installed in the [redacted]-3 hatches. 25X1A

25X1 7. In [redacted] dated 27 April, you requested additional details on auto-pilot discrepancies mentioned in last month's report. Following is a detailed resume for the Month of March prepared by our Autopilot Tech Rep:

a. Summary of Flights on [redacted] 358: 25X1A

Flight 1 Write up: Overshoot out of right turns

Correction: Recalibrated aileron axis

Flight 2 Write up: Overshoot out of both turns

Correction: Replaced multi channel in main amplifier (Trouble did not recur)

Flight 3 Write up: Mach Sensor out

Correction: Found broken wire at Mach Sensor pot, resoldered (Trouble did not re-occur)

Flight 4 Write up: Intermittent yoke pumps

Correction: Recalibrated pitch axis (Trouble did not re-occur)

Flight 5 Write up: All axis sloppy

Correction: Replaced inverter (Trouble did not re-occur)

Flight 6 No Write up

Flight 7 Write up: Intermittent rudder drift

Correction: At this time, the article went in for 100 hour inspection. At this time, many components were replaced due to time change requirements.

Flight 8 No Write ups on Test Flight. Since this flight, we have had five (5) flights on this article with no auto-pilot write ups. Upon receipt of this [redacted], it did require much "cleaning up" of minor problems in order to satisfy the indigenous drivers and our local mission. 25X1A

b. Summary of flights on [redacted] 352: 25X1A

Flight 1 No Write ups

Flight 2 No Write ups

Flight 3 No Write ups

Flight 4 Write up: Slow to recover from turns

Correction: Recalibrated aileron axis (Trouble did not re-occur)

Flight 5 Write up: Run-away down trim

Correction: Recalibrated trim servo amplifier

Flight 6 No Write ups

Flight 7 No Write ups

25X1A

Flight 8 Write up: [redacted] nosed down, appearing to be run-away trim.

Correction: At this time I suspected a C.G. problem because both nose down conditions had occurred with approximately 500 gallons of fuel remaining. We increased ballast to 50 lbs.

Flight 9 No Write ups: Pilot did use full nose up trim, thus we reduced ballast to 20 lbs.

25X1A

Flight 10 Write up: [redacted] nosed down with approximately 400 gallons fuel remaining.

Correction: Found pitch clutch torque low--increased to 55 lbs.

Flight 11 No Write up: Pilot did use full nose down trim and did notice an excessive load on the yoke at approximately 400 gallons remaining fuel. I suggested using 30 lbs ballast.

25X1A [redacted] then sent to Iran

25X1A

c. All trim problems with [redacted] 352 were occurring at approximately 500 to 400 gallons remaining fuel load. It is my opinion that due to improper C.G., there was not enough trim available. This caused

25X1A excessive loads on the system and the clutch was slipping at this time. I feel that when the [redacted] is weighed after IRAN and a new basic weight is established the problem will be eliminated.

d. Replacement Parts: During the 100 hour inspection I returned two items drawn from stock:

(1) Mach Sensor Control - found a weather checked hose

(2) Pitch Trim Control - could not calibrate the unit to within the proper range.

These are isolated cases, as most parts received have been acceptable. The problem with the items has been noted on the repairable tags attached to the repairable items.

F. Security

25X1

The major security item this month occurred on 21 April when the [redacted]

25X1A

released a front page article on [redacted] departure. In our humble opinion here, we did have a feeling that this release could possibly weaken part of our cover story. This situation was thoroughly discussed with IDENTITY F during his visit to [redacted]. IDENTITY F carried back to Headquarters the picture and accompanying article. 25X1A

G. Special Equipment

1. One operational mission was accomplished during the month for a total footage of 10454 feet.

2. An inventory of all FAK items in supply was completed. Several superfluous items were found and action was taken to delete them. Along with the FAK inventory a shop tool inventory is currently in progress.

3. Under shop renovation two projects were completed. [redacted] and secondly the [redacted] loading room was painted a work inspiring green. 25X1

H. Communications

25X1

[redacted]

3. Duping results have been satisfactory. Unfortunately, the recently IRAN'd duping equipment was received in poor condition, and we have only retained a small part of the equipment shipped. Constructive comments were forwarded to Headquarters, and we have been advised that the supplier will incorporate our suggestions in future shipments.

25X1A

4. Headquarters has confirmed the success of our efforts to reduce [redacted] 25X1 noise in [redacted] 358. The hatch for [redacted] 378 has now been similarly modified. 25X1A

25X1A

25X1A

5. We are now able to operate more efficiently due to the fact that our two [redacted] are identically wired, and we have up-to-date wiring diagrams of the [redacted] cabling in the new [redacted] manuals. The new manual has been very helpful in our trouble shooting tasks. 25X1A

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25X1A

6. The cockpit control box for [redacted] has been redesigned so that the driver is only required to operate one switch. Furthermore, the size of the box has been considerably reduced in order to lessen reported physical interference with the driver's legs. This redesign was initiated after one of the drivers inadvertently hit the "Off" switch with his knee during a mission, thereby deenergizing [redacted] for a few minutes until he noticed it was not operating. Photographs of the new box are presented in the Operations Section of this report.

25X1A

I. Medical

1. The procedure set up for serology examination of personnel has worked out very well. Through our facilities we are better assured of more accurate results.

2. There were a number of cases of strep throat this month. Extra precautions were taken at the hostel to prevent its spread to other personnel. All cases were cleared up with no complications.

J. Installations

A 60 KW emergency generator to provide lights, water, etc., has been installed in the hostel area. The necessary switches, HV cutouts and wiring to make this three phase generator compatable to the existing single phase set up will cost approximately $225. I am currently in the process of negotiating a contract for this. In addition a simple lean-to type shelter will be constructed for weather protection of the unit. This generator will not carry the complete load but will at least provide the basic necessities during the frequent periods of base power loss.

[redacted]

25X1A

Attachments:
1. Summary of April 1962 Expenditures, in dupl, h/w
2. Flying Accomplishment Chart, 1 copy, h/w
3. Identities, in trip, u/s/c

Distribution:
0 & 2 - Hqs, w/atts as stated

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